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TRIPS by TROLLEY and A-WHEEL
Around Hartford

Elmer M. White,
Herbert O. Warner,
Publishers.

Hartford, Conn.
1898.

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BUSHNELL PARK, HARTFORD.

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To-morrow to fresh woods, and pastures new.—*Milton.*

Go forth under the open sky, and list to Nature's teaching. —*Bryant.*

HARTFORD, one of the historical towns of New England, has been, since its settlement by Thomas Hooker in 1635, the business and political center of Connecticut. It is charmingly situated on a series of plateaus rising from the west bank of the Connecticut River. A system of government with the consent of the governed, designed by Hooker, and which has served as a model for the form of government of the States and the Country — the first true republic — was inaugurated here. The first charter was granted in 1784 and successive amendments and changes were made until, in 1895, the present charter was adopted, the town and city having been consolidated at that time. The municipality has control of a rapidly developing park system, which, when completed, will surround the city with many miles of beautiful driveways and acres of pleasure grounds.

Hartford has recently taken on a progressive spirit in all public matters, and, with its ample water supply, improved paving, excellent steam and electric car connections in every direction, large department stores, many beautiful business buildings and its many lines of well developed mercantile enterprises, will continue to hold its position as a business center. Hartford is a city of great wealth, having fourteen chartered banks, several trust companies and a large number of life and fire insurance companies which are favorably known all over the country.

Hartford is also the center of a high class manufacturing industry, its products being known throughout the world. Colonel Samuel Colt, the inventor of the revolver, established his factory for the manufacture of that weapon here, and from that time Hartford manufactures have been noted. Among them have been the Gatling and Gardner guns, the Columbia and Hartford bicycles, electric motor carriages, rubber tires, nickel steel tubing, machinists' tools, drop forgings, wire mattresses, machine screws, and many other high class products. These industries give employment to many thousands of skilled workmen who help to make up a population recently estimated at 80,000. The religious and educational advantages of Hartford are of the first order. It has forty-nine organized churches, a successful Y. M. C. A., Trinity College, the Hartford Theological Seminary, and the American School for the Deaf, as well as other minor religious and literary organizations.

The city has been noted as being the home of such well known literary men and women as Samuel L. Clemens (Mark Twain), Harriet Beecher Stowe, Charles Dudley Warner, William Gillette, the actor and playwright, and Richard Burton, the poet. Hartford has many fine residence streets, among which Washington Street, running South from the Capitol, with its broadly arching elms, is noted for the elegant residences of some of Hartford's most prominent people. Wethersfield Avenue, Asylum Avenue, Farmington Avenue, Forest Street, with its literary and musical circle, and Woodland Street contain many handsome houses. On Forest Street are the homes of Charles Dudley

Warner, Richard Burton and the late Mrs. Stowe, while almost within a stone's throw on Farmington Avenue stands the house of Mark Twain.

The place where stood the famous Charter Oak Tree is on Charter Oak Place, near Main Street. In the hollow of this tree, which was thirty-three feet in circumference and in which twenty-seven persons are said to have stood together, was hidden the Original Charter of Connecticut. The tree was blown down in a severe storm, August 21, 1856. A marble tablet marks the spot where it stood. Trees propagated from acorns from the tree are growing in several places—two standing in Bushnell Park at the present time.

POINTS OF INTEREST. The State Capitol, situated on an eminence in Bushnell Park, is one of the principal features of the city. Built of white marble in the modern secular Gothic style—probably the only fire proof Capitol in the world—this building stands unique among structures of this kind in America. The exterior is adorned with much fine carving and several busts and statues of Connecticut men. Twelve statues surround the dome and a large figure representing the Genius of Connecticut surmounts the cupola. The model of this figure stands in the north vestibule of the building. In the western vestibule are displayed, in handsome oak cases, the battle flags of the Connecticut regiments, carried in the War of the Rebellion, also a bronze statue of Governor Buckingham and the old tombstone of

General Israel Putnam. In the east vestibule is a statue of Nathan Hale. The State Library, on the second floor, contains oil portraits of all of the Governors of Connecticut, from the first to the last, while in the Senate Chamber hangs the celebrated original full length portrait of Washington, painted from life by Stuart, now of priceless value, but for which the State in 1800 paid less than $800. In this room also is the handsome, carved, Lieutenant Governor's chair, made of wood from the Charter Oak. In the room of the Secretary of State will be found the Original Charter of Connecticut, framed in wood of the Charter Oak Tree. This charter, engrossed on three parchment skins, was carried from the inn where the General Court was assembled, October 31, 1687, by Captain Joseph Wadsworth, and hidden in the hollow of the large oak tree, where it remained until May 9, 1689, thus thwarting the attempt made to wrest it from the State. The dome, reached by stairways above the elevator landing, is nearly 250 feet above the ground, and may be ascended on week-days at 10 and 11 A. M., and 2 and 3:30 P. M. The view therefrom extends nearly fifty miles in all directions.

Near the Capitol building and located on the Park is the magnificent Soldiers' and Sailors' Memorial Arch. It is built of brown stone, in the form of two high towers arched across the street, connecting with a handsome brown stone bridge across the Park River. The sculpture work in relief, representing battles by land and by sea, is considered remarkably fine. Statues are also placed at convenient places on the

ELIZABETH PARK, HARTFORD.

towers. Much credit is due to the architect, Mr. George Keller, of Hartford, for the beautiful design of the memorial.

At the opposite end of the stone bridge just mentioned, stands the handsome building of the Young Men's Christian Association and Hillyer Institute, which is complete in every detail and well worthy a visit by those sight-seeing.

The City Hall, in the center of the city, is particularly conspicuous, as all of the various trolley lines of the city and suburbs either pass or start from City Hall Square. The first State House was built in 1719 on the site of the present City Hall. The present building was erected and used as a State House from 1796 until it was transferred by the State of Connecticut to the City of Hartford, March 13, 1879, and formally dedicated as the City Hall, October 22, 1879.

Directly east of the City Hall is the United States Government Building, containing the Post Office, Custom House, United States Court rooms, etc.

The Wadsworth Atheneum is situated on Main Street at the corner of Atheneum Street. It is a handsome castellated structure of granite, with central towers 70 feet in height and corner buttresses 56 feet in height, having an extensive brick addition on the east, of the Tudor architecture. The building contains the rooms of the Hartford Public Library, Watkinson Reference Library, the Connecticut Historical Society, the Hartford Art School and Galleries, and the Dr. Wood bird collection of the Hartford Scientific Society. These rooms and collections are open to the public, free.

The large elm in front of the Atheneum is of particular interest, as it stood in front of one of Hartford's most historic houses, the mansion of Daniel Wadsworth. On September 20, 1780, this house was the scene of a famous interview between General Washington and Count de Rochambeau, at which time plans for the Yorktown campaign were discussed and arranged. A statue of Nathan Hale also stands in front of the building.

The handsome buildings of the Connecticut Mutual Life Insurance Co., the Ætna Life Insurance Co. and the Ætna Insurance Co., on Main Street; the Phœnix Mutual Life Insurance Co., the Phœnix Fire Insurance Co., the National Fire Insurance Co. and the Hartford Fire Insurance Co., on Pearl Street; the Travelers Insurance Co. and the Connecticut Fire Insurance Co., on Prospect Street, and the Hartford Life Insurance Co., on Asylum Street, are all worthy of a visit.

There are also several banks having handsome buildings—the Phœnix Bank Building, on Main Street, and the new building of the First National Bank, on State Street, adjoining the United States Hotel, being the most striking. The houses of the Hartford Club and the Colonial Club, as well as the new building of the Hartford Medical Society, are on Prospect Street.

Trinity College is located on the "Summit," south of Vernon Street, and occupies a commanding position overlooking the college grounds of about eighty acres. The original site of the college, then known as the Washington College, was the spot where now stands the State Capitol, where, in 1824, two buildings were erected. The Rt. Rev.

T. C. Brownell, D.D., LL.D., Bishop of Connecticut, was the first president. The present main building was completed in 1882. It contains the chapel, library, cabinet, dining hall, lecture rooms and suites of apartments for the students. There are also other buildings located at different points on the campus, containing laboratories, a gymnasium, an observatory, etc. The college may be reached by five lines of electric cars. Both the Vernon Street & Albany Avenue and the Lafayette Street lines terminate about one block from the college buildings, while the New Britain, Zion Street and Cedar Hill & Blue Hills lines take one within a short walking distance.

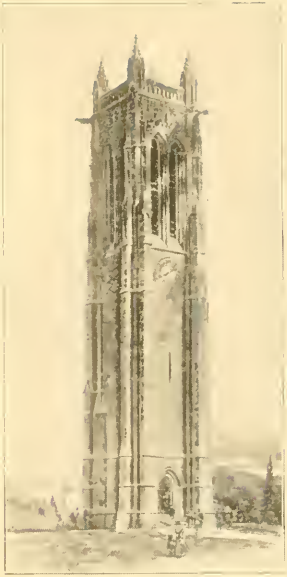
The Hartford Theological Seminary is a Congregational institution, and was chartered in 1834. The first building was erected at East Windsor Hill, nine miles from Hartford, where it remained for thirty years. In 1865 it was removed to Prospect Street, this city, and May 8th, 1879, the corner-stone of the present building, "Hosmer Hall," at No. 1507 Broad Street, was laid. It contains a chapel, music room, lecture room, students' rooms, dining rooms, gymnasium, etc. The Farmington Avenue cars take one to the corner of Broad Street, one door from the seminary.

The Hartford Public High School. The present High School building, including the extensive additions now approaching completion, has a frontage on Hopkins Street of nearly 450 feet. The entrance is in the center of the Hopkins Street facade, and the three wide, arched doorways are flanked by two towers, each 24 feet square and about 150 feet high. On the front there is an observatory tower, 98 feet high, with a revolving

dome, containing a fine telescope. There are also in the main building working laboratories, gymnasium, business department, library, and lunch and play rooms, beside school and class rooms, assembly hall, etc. The manual training building, 132 x 64 feet, contains a forging shop and experimental laboratory, engine room, wood-working and machine shops, molding and metal-working rooms, drawing room and modeling room, as well as rooms for carving, sewing and cooking.

The American School for the Deaf was chartered in 1816, and is a very successful institution of the kind. Some of the scholars are readily learning to articulate under the modern methods of teaching. The Asylum Avenue cars pass the door.

The Keney Memorial Tower, facing the public square at the Tunnel Park, on Main Street, is one of the finest pieces of French Gothic architecture in this country. It is 25 feet square at the base and over 130 feet high, and stands in the center of the square which was the site of the old Keney Homestead. Entering the tower through a heavy oaken



KENEY MEMORIAL TOWER, HARTFORD.

door, a bronze tablet, suitably inscribed, is seen on the opposite wall, and on the two remaining sides of the tower are portrait busts of Messrs. Henry and Walter Keney, who have done so much for the welfare of the people of Hartford. Near the top of the tower is a large clock with chimes.

On and near Capitol Avenue and Park Street are located the extensive factories of the Pope Manufacturing Company and allied concerns, viz.: the Hartford Cycle Co., Motor Carriage Factory, Pope Tube Works, and Hartford Rubber Works. In this district may be found also the Billings and Spencer Co., the Pratt & Whitney Co., the Hartford Machine Screw Co., the Pratt & Cady Co., the Johns-Pratt Co., the Sigourney Tool Co., and Perkins Electric Switch Mfg. Co. This section may be reached by taking either the Parkville or New Park Avenue trolley cars. Among other large manufacturing plants may be mentioned the Colt Patent Fire Arms Mfg. Co., on Vandyke Avenue, Capewell Horse Nail Co., on Governor Street, and Jewell Belting Company, on Trumbull Street.

The Ancient Burying Ground, at present reached by a passageway north of the Center Church, on Main Street, was, from 1640 to 1803, the only place of burial, and it therefore contains the remains of all who died in Hartford during that time. It has been very much neglected, but recently a movement has been set on foot looking to the improvement of its surroundings, and many of the stones have been restored, as far as possible, to their original state. Among the monuments and stones are those of Thomas

Hooker, Governor John Haynes and Governor Leete, while on a central monument, erected over sixty years ago to the memory of the Founders of Hartford, are inscribed the names of one hundred of Hartford's early residents.

Cedar Hill Cemetery is three miles from City Hall, at the southern terminus of the Cedar Hill & Blue Hills line of trolley cars, and comprises 268 acres. It is one of the most beautiful cemeteries in the country, being situated on one side of Cedar Mountain and overlooking the country for miles around. At the entrance to the cemetery are two handsome memorial buildings, one being a chapel and the other the office of the superintendent.

HARTFORD'S PARK SYSTEM, a large part of which is now in course of development, will, when completed, add very materially to the attractions of the city. Drive-ways are being laid out which will nearly encircle the city, and many miles of roads have been opened both through the woods and in the open country, which will be enjoyed by those driving and wheeling for pleasure.

Bushnell Park, near the center of the city, once a low waste of pasture land and small buildings, was laid out in 1853, largely through the efforts of Dr. Horace Bushnell, who lived to see the results of his foresight and labors. Crowned at its highest point with the State Capitol and having at its principal entrance an imposing memorial arch, it is a beautiful tract of land. It comprises about fifty acres and is bounded on three

sides by the Park River. It is remarkable for the number and variety of its trees, there being no less than five hundred specimens of one hundred and fifty varieties, besides thousands of shrubs, and a pond containing a fine collection of water plants, including specimens of the Egyptian Lotus. A fine bronze statue of Dr. Horace Wells, the discoverer of anæsthesia, stands in the east park, and a statue of General Israel Putnam has been erected on the west side.

Pope Park comprises about 100 acres in the southwestern section of the city. It was the gift of Colonel Albert A. Pope to the city, and is laid out as a pleasure ground for the people, with tennis courts, walks, drives, etc. The New Park Avenue, Parkville and Zion Street lines of cars touch this park.

Elizabeth Park, the gift of Charles M. Pond, lies on both sides of Prospect Avenue on high ground, about half a mile from both the West Hartford and Asylum Avenue lines of cars. Mr. Pond left to the city not only this tract of ninety acres, containing his resi-

ELIZABETH PARK,
HARTFORD.

dence, but about $200,000 to be used in developing the same for a public park. The house is open to visitors, and the view from the veranda is particularly fine, overlooking the grounds of the Hartford Golf Club, with the city in the distance.

Keney Park, near the line of the Blue Hills cars and also the lines running on Windsor Avenue, comprises over 650 acres. The generosity of Henry and Walter Keney provided this beautiful wooded park, the development of which is in the hands of trustees. There are a number of smaller parks in different sections of the city, including a river front park for the benefit of the poor people on the East side.

WETHERSFIELD, a very pretty old town, nearly five miles south of Hartford, was settled about 1635, and the Wethersfield Congregational Society also dates back to the same year. The present church, built in 1761, is a handsome and commodious brick structure after the pattern of old South Church, Boston, with a tower 160 feet high. Within the walls of this church, both General Washington and John Adams, before either was president of the United States, attended divine worship. In the ancient cemetery at the rear of the church, on a hill overlooking the Connecticut River, can be seen many ancient tombstones. The old Webb House, formerly known as "Hospitality Hall," was built in 1752, and was originally painted red. It stands on the main street, nearly opposite the post office. It was erected in 1752 and used as a tavern, which was made famous during the Revolution, because Washington, Lafayette, John Adams, Count Rochambeau and other officers of the allied French and American armies met and held conferences in the front room at the left of the hall, which resulted in the surrender of the British at Yorktown. Near the terminus of the Wethersfield line stands the largest elm tree east of the Rocky Mountains. Planted 140 years ago, it now measures 24 feet 9 inches in circumference. The diameter of the spread of its branches is 166 feet. The State Prison was removed from the old New Gate Caverns of the copper mine at Simsbury, which had been used as a prison for fifty years, to Wethersfield in 1826.

OLD ELM TREE, WETHERSFIELD.

WINDSOR was first visited by white men in 1631, on the invitation of one of the Podunk Indians, who desired to have settlers from the Plymouth colony start a trading house among them on the banks of the Connecticut or Great River. In 1633, William Holmes, with a number of others of the Massachusetts colony, built a trading house at the mouth of the Tunxis or Farmington River. A fishing hut now occupies the site of the old trading house, and the meadows near it are still called the Plymouth Meadows.

The first highway in Connecticut was laid out in 1638 between Hartford and Windsor. Bissell's Ferry, which is still in operation across the Connecticut River, was instituted in 1648. The center of trade in Windsor's early days was on the Palisado Green, at the north end of the bridge over the Tunxis, the merchants of that time carrying on an extensive trade with the English ports and the West Indies. There are several fine old houses in Windsor, perhaps the most interesting being the Ellsworth mansion, in the northern part of the town. The house at the south end of Broad Street Green is one of the oldest houses still standing in Windsor.

BROAD STREET GREEN, WINDSOR.

POQUONOCK AND RAINBOW, ten and twelve miles north of Hartford, respectively, are quite important manufacturing towns. The Farmington river furnishes power for the extensive works of the Dunham Hosiery Co., at Poquonock, and also for paper mills both at Poquonock and Rainbow. The view from the bridge, as the car crosses the river, is always a charming one—the water rushing over the Hosiery Co.'s dam, in the foreground, and the placid river above, make an interesting picture at all seasons of the year. At the terminus of the Windsor, Poquonock and Rainbow line is Rainbow Park, which is a beautiful piece of woodland of about twenty acres on the high bluff overlooking the Farmington River. Large dancing and refreshment pavilions are located near the entrance to the park, and swings, benches and walks scattered about everywhere make it pleasant for large or small parties to spend the day or even an hour or two. At the foot of a long flight of broad stairs are the boat houses. The river scenes are particularly fine and the fishing is excellent. Admission to the park is free.

RAINBOW PARK.

GLASTONBURY. The founders of this town came from Glastonbury, England, from which this town derived its name. Many old houses of substantial build have been land-marks for years, and still remain in the families of the descendants of some of the old settlers of 1640. The old Hollister house in South Glastonbury, built in 1675, and said to be the oldest wooden mansion now standing in the State, is but a short walk from the terminus of the electric cars. Another famous dwelling is the Talcott house, built in 1699. This house was fortified, but still bears the marks of Indian tomahawks on its doors. The house now standing at Wells' Corner still belongs to Governor Wells' descendants. The "white oak tree" near Gideon Hale's house, mentioned in the original survey of the road, is still standing. The manufacturing interest has always been quite extensive here in soaps, woolens, cutlery and plated ware. The extensive works of the J. B. Williams Company, soap manufacturers, and Franklin Glazier & Son, makers of woolen goods, as well as Hale's peach orchards, covering 200 acres, have made Glastonbury widely known.

"Brookside," at the terminus of the South Glastonbury line, is a most beautiful woodland park of about 500 acres. One of its chief beauties is Roaring Brook, which tumbles down the mountain side over the rocks, and makes picturesque falls at certain places. In the spring, laurel and arbutus abound in the park. It is a most delightful place for picnic parties to spend the day. Near the entrance to the park are

WELLS HOUSE, GLASTONBURY.

dancing and refreshment pavilions, swings, benches and seats for the convenience and comfort of pleasure seekers. Chestnut Hill is another beautiful spot near the park. To reach this, one should leave the trolley at Station 54, just before reaching the terminus of the line. The ascent to the mountain is easy, and the view, when the summit is reached, is a grand one, overlooking the Connecticut river valley. The park is free to the public, and the ride on the Glastonbury line to the terminus is most enjoyable.

EAST HARTFORD AND BURNSIDE. East Hartford was covered with a forest of white and yellow pine when the first settlers came across the river in 1640. One of the first roads was laid out along the brow of the meadow hill, where most of the early houses were built. The present Main Street, now arched with a double row of fine trees, was not laid out until 1670. The first meeting house was begun in 1699, in the triangle of roads near Hockanum bridge ; it was altered and used until 1740. A minister's house was built in 1699 on the opposite side of the road and still stands. It was a very handsome and commodious mansion at that time. It has always been known as the old Dr. Williams house. Taverns were quite numerous in the early days, among them Woodbridge or Wells Tavern, where Gen. Lafayette stopped in 1824. Burnside is a very pretty part of East Hartford. There are two paper mills situated there, on the banks of the Hockanum River. The chief beauty of Burnside is in its elms and the "Goodwin Park" near the terminus of the Burnside trolley line. There is a very pretty grove in the park with benches placed for a quiet rest, the park not being open for regular picnic parties.

SOUTH WINDSOR AND EAST WINDSOR HILL. After the settlement at old Windsor had become firmly established, the inhabitants turned longing eyes to the rich, level, meadow-land on the east side of the river, and a settlement, called Windsor Farms, was commenced about 1660. The hardship of crossing the river to go to meeting was so great that in 1694 they were permitted to establish preaching within their own limits. In 1768 they were set off as a separate town, and in 1845 divided into two towns, East Windsor and South Windsor. The first pastor was Rev. Timothy Edwards, who filled the office for almost sixty-four years. Here was born, in 1703, his son, the eminent Jonathan Edwards, "the metaphysician of America." One of the early settlers was Samuel Grant, the ancestor of General U. S. Grant, and the mansion standing on the spot where this family has lived for more than two centuries, is but one of the many examples of Colonial architecture on the long, broad, shady street. Many of the magnificent elms, now, alas, beginning to outgrow their primal beauty, were planted at the suggestion of General Lafayette, by Hessian soldiers who were held prisoners there in 1781. Another early resident was Roger Wolcott, governor of Connecticut. The year 1743 marks the birth here of John Fitch, who, forty-four years later, invented and propelled the first steamboat of the World's history. The quaint old cemetery opened in 1708, where repose the ashes of many whose fame is national, will well repay a visit.

ROAD, EAST WINDSOR HILL.

LAUREL PARK is reached by taking the cars of the Hartford, Manchester & Rockville Tramway Company. The ride through the open country and cool, shady forest roads, where one is refreshed by the odor of the pines, is delightful. The park is five and three-quarters miles from the Hartford City Hall, and just over the East Hartford line, in Manchester. A rustic entrance and waiting pavilion have been built, and about one hundred acres of wooded land have been improved. Entering the gates, one can walk along the drive or down through the pretty glen, over paths protected by rustic railings, and crossing rustic bridges until the river is reached. On high ground above the bridge are the handsome and commodious refreshment and dancing pavilions, flying horses and other attractions.

At the end of one of the charming walks through the woods is a three decked tower, built around a tall elm tree. The view from the top of this tower is very

PATH, LAUREL PARK.

fine. On a clear day more than a dozen towns may be seen. Picnic parties will find large tables, benches and seats scattered through the grove, and good boats may be hired for the use of rowing parties.

It has been the aim of the management to cater to the pleasure of ladies and children, and the history of the park has shown that it is a safe place to go without an escort. The park is closed at sundown.

MANCHESTER. The chief centers of business and population are North Manchester and South Manchester, but "The Green" and "Center" still retain a thrifty aspect, and, while not as important places as when the old stage line from Boston and Providence to New York ran through, are most attractive places for residences. The old tavern, where Generals Washington and Lafayette and other notable men of their time were entertained, now used as a private residence, is still standing. The most extensive and important manufacturing establishment is that of the Cheney Brothers at South Manchester, established in 1838. In a small mill known as the Mt. Nebo Silk Mill, they began the manufacture of sewing silk. Several groups of mills have since been added and a great variety of silks, velvets and ribbons are now made, and the working force has grown from a dozen hands to about 2,500. South Manchester is noted for its fine residences, with large, well kept lawns.

A GLIMPSE IN SOUTH MANCHESTER.

SNIPSIC LAKE is a beautiful sheet of water lying high among the hills of Tolland County, about a mile east of the city of Rockville. Originally known by the Indian name of "Shenipsit," meaning good hunting ground, it has been a favorite resort for many years. One would not think while contemplating the exquisite beauties of green lake-side and forest reflected in the placid surface of the lake that these deep, cool waters furnish the immense power which drives the looms and whirling spindles in the busy little city so near. The granite dam is a fine piece of engineering work, 26 feet 6 inches high. The fast steamers of the lake fleet, personally managed by Capt. A. T. Thompson, who in the past twenty years has carried thousands of passengers without an accident, leave from the lower landing, near the dam, for the grove two miles above. The lower bay seems completely shut in, but a narrow passage connects with the main body of the lake, and a pleasant sail brings one to the grove, where, under the spreading oaks and chestnuts, a dancing pavilion, refreshment hall, bowling alley, photograph gallery, swings, etc., are provided for the entertainment of visitors, while those who desire to be more quiet will find cozy seats in shaded nooks.

LOWER LANDING, SNIPSIC LAKE, ROCKVILLE.

WEST HARTFORD history is the history of its Ecclesiastical Society, which dates back to 1711. Previous to that time, the settlers of the western part of the town of Hartford attended divine service at the churches in the city of Hartford, but the legislature having been appealed to on account of the inconvenience of traveling so far to worship, incorporated the society, and for over a hundred years it controlled not only the religious but also the educational affairs of the community. The present Congregational Church in West Hartford is a handsome structure, built of Monson granite. Adjoining the Church is a library and reading room, presented to the town by Mr. J. Talcott, of New York. St. James Episcopal parish was organized in 1843 and the Baptist Society in 1858. West Hartford is rich in natural scenery, and the drives are famous. The water supply of Hartford is stored in reservoirs on the heights in the western part of the town, and the fine wooded roads around them are much used for driving and wheeling. The southern part of the town is very picturesque, and is called Elmwood, from the beautiful elms arching the street. Many famous men and women have sprung from West Hartford, most prominent among the number being Noah Webster, whose name is known wherever the English language is spoken. The house in which he was born stands about a mile south of the center and his remains lie in the old cemetery on the main street.

WEST HARTFORD CENTER.

FARMINGTON AND UNIONVILLE. Farmington was first settled in 1640, and the first meeting house built in 1708. The village street was part of the high road from Boston to New York, through Hartford. General Washington passed through here on his way to meet Rochambeau at Wethersfield, to make final arrangements for the last expedition against Yorktown, and several thousand French troops were in camp near the town. Farmington at one time was very wealthy. Several of its merchants owned trading vessels which were sent out from the ports at Wethersfield and New Haven to the East and West Indies and China, bringing home silks, velvets, teas, etc. The old meeting house rustled with silks and ribbons, and broadcloth replaced homespun for coats, while pianos were heard in the best houses, which were built with dancing and banquet halls. It is a pleasant walk through the main street of the old town, past Miss Porter's Young Ladies' Seminary, started in 1844, and made prominent through the fact that the daughters of some of the presidents of the United States have been educated there.

Suburban Park, near Unionville, is very prettily situated at the top of a high mountain peak in the woods, and is a most delightful spot for Sunday school picnics and smaller parties to spend the day or afternoon. It has all the attractions of the usual picnic resort, pavilions for dances, lunches, etc.

GAY'S CORNER, FARMINGTON.

NEWINGTON is a pretty little village of about a thousand inhabitants, situated in a valley with Cedar Mountain skirting the eastern part of the town. The village was first settled in 1670, and the first meeting house was built in 1722. For many years there were, besides the meeting-house, only a few scattered houses, the Town Hall, market and store, post office, and the old time whipping post, at the center. There has never been any debt against the town and no liquor has ever been sold within its limits.

ROAD TO WHITE OAK.
NEW BRITAIN.

NEW BRITAIN lies about ten miles southwest of Hartford, and is pleasantly situated almost entirely on high ground. The original settlers were from Farmington, and much of the early history is more or less identified with that town. As early as 1800 a few of the more enterprising men began manufacturing goods for outside markets, and from this small beginning have grown the large establishments which have made New Britain famous. Space will not permit giving a list of these large concerns, but among the manufactured products are hardware of all kinds, cutlery, locks, rules and levels, wire beds, needles, screws, jewelry, knit goods, and paper boxes. The manufacturing interests so far surpass all others that New Britain's progress in other directions is little noticed. In stock raising and market gardening, for instance, the farmers have acquired an enviable reputation. The religious and literary life of New Britain is well

CENTRAL PARK,
NEW BRITAIN.

developed, there being many flourishing churches, public and private schools, a free library, Y. M. C. A., and a State Normal school. The ride on the trolley cars from Hartford to New Britain is one of the most interesting of any on the system, embracing as it does views of mountain and valley, while the cars for a long distance leave the highway and run through the meadows fresh and green or bright with wild flowers, making one forget, for the time, the city's dust and noise.

WHITE OAK, about three miles west of New Britain, is an extremely pretty park of 45 acres, owned and controlled by the Central Railway & Electric Co In 1784 John Hamlin settled here, the place then being called Hamlin's pond; later it was changed to Cooke's lake, and is now known as White Oak. Thousands of people visit the lake every summer, and it is also a favorite skating pond in winter. Dancing and refreshment pavilions, with broad verandas, are most conveniently situated on the borders of the lake. An attractive band-stand has been added this year, which overhangs the lake and faces an amphitheatre, which has seats for 300 to 500 people. The mountain to the south of picnic grounds has been cleared up this year, attractive walks have been laid out and the park in this direction much enlarged. A number of pretty rustic summer houses have been placed in various parts of the grounds. Tables and benches may be found in the hemlock and oak groves. Boating on the lake, swings, flying horses, cages of birds and animals, a photograph gallery, and many other attractions afford amusement for all. Afternoons and evenings a good band renders music for dancing, and on Sunday appropriate music is heard. White Oak is a favorite place with Sunday schools.

LAKE COMPOUNCE, one of the most beautiful spots in Connecticut, is situated at the foot of the mountain range south of Bristol, and derives its name from the following legend. More than two hundred years ago the mountains on the borders of this lake were inhabited by a portion of the Tunxis tribe of Indians. One evening old Chief Compounce, so the story goes, returned from a trip to Farmington, bringing with him a brass kettle which he had obtained in trade with the white settlers Having arrived on the shore of the lake opposite the camp-fires of his people, he gave a wild warwhoop, and with the brass kettle fastened about his neck plunged into the lake, intending to swim across. When about in the center of the lake, he was seen to suddenly throw up his hands and disappear from sight. It is supposed that the kettle must have filled with water and dragged him to the bottom of the lake. A cool, shady drive is laid out around the shore of the lake, and numerous paths wind in different directions among the rocks and trees. A path at the right of the lake drive leads to the Pappoose Cave, which is found nestling among the rocks. The entrance is not very noticeable, but the interior of the Cave is quite high and roomy, with two small alcoves, one termed the chief's bed-room, the other, his fire-place. A little farther on in the same path is "Lover's Rock," a huge granite boulder nearly forty feet high with a flight of thirty-nine steps leading to the top. Near this is another large rock, called "The Camel Horse Block," which

LAKE COMPOUNCE.

is said to have rolled down the mountain side the day before Chief Compounce lost his life. A wild and rugged path leads up the mountain to "White Rock" or "Pine Ledge," from which a very fine view is obtained of the lake and surrounding country. On a clear day, Long Island Sound, the State Capitol, Mt. Tom and other notable points can be seen. The Casino is a very pretty building, containing a large ball-room, dining room and kitchen, and surrounded on three sides by wide verandas. An artistic band-stand on the edge of the lake is in almost daily use by a good band, which furnishes excellent concert or dance music. Tables, seats and swings are at every convenient place. Among the numerous attractions are the bowling alleys, two new regulation alleys having been added this year, billiard hall, merry-go-round, a large number of cedar boats, from which much pleasure may be derived either for rowing around the lake or used for fishing, as the lake abounds in black bass, pickerel and perch. A naphtha launch has been added this year, which will be much enjoyed by those who do not care for the row boats.

Not the least of the attractions at the lake is the Electric Fountain, which is similar to the famous World's Fair Fountain, and is the only one in this part of the State. During the season the fountain will be in operation every Wednesday and Saturday evenings and on special evenings, when the brilliant and fascinating effects caused by the rapidly changing sprays of water and combination of colors may be enjoyed.

BRISTOL, the western terminus of the Bristol & Plainville Tramway Company, is a thriving manufacturing town, nineteen and three-quarters miles by trolley from Hartford, and has a population of about 9,500. It was the original center of the American clock industry, and has a world-wide reputation for its present product in this line. There are now about fifty manufacturing concerns in the town, producing bells, plated ware, cutlery, clocks, clock trimmings, knit underwear, brass goods, iron castings, lamps, bicycle sundries, sporting goods, shears, etc. It has a free public library, water works, fire department, electric light and telephone service, graded schools and high school, twelve churches and several banks. The electric road of the Bristol & Plainville Tramway Company extends from Bristol through the village of Forestville to Plainville, a distance of five and one-quarter miles, where connection is made with the cars of the Central Railway & Electric Company for New Britain and Hartford. A branch line two miles in length extends to Lake Compounce from the junction, which is about midway between Bristol and Forestville. Cars on the Compounce line connect with cars on the main line during the summer season.

TROLLEY TRIPS.

TRIPS ARE ALL GIVEN STARTING FROM CITY HALL, HARTFORD, WITH THE DISTANCE, LEAVING TIME, AND FARE TO SEVERAL POINTS ON EACH LINE, ALSO THE INTERSECTING POINTS WITH OTHER LINES. SEE OFFICIAL TIME TABLES, HARTFORD POCKET GUIDE (RED COVER), ISSUED MONTHLY, FOR LEAVING TIME OF ALL CARS.

ON PAYMENT OF FIVE CENTS, TRANSFERS ARE GIVEN, PERMITTING PASSENGERS TO RIDE ON CONNECTING LINES FROM TRANSFER POINT TO ANY PART OF THE CITY WITHIN THE FIVE-CENT LIMIT. TRANSFER POINTS ARE AT THE VARIOUS INTERSECTIONS, AND PASSENGERS MUST TAKE THE SHORTEST POSSIBLE ROUTE TO DESTINATION. TRANSFER TICKETS ARE GOOD ONLY ON NEXT CAR GOING TO DESTINATION.

WETHERSFIELD LINE.

Cars pass west side of City Hall on Main St., going south, every 15 minutes; at South Green, intersection of Retreat Ave., Cedar Hill, and New Britain lines, continuing south through Wethersfield Ave. to city line, terminus of Main St. line; crossing Valley R. R. tracks, town of Wethersfield, terminus at Broad St., 4¾m., 33 min., 5c. fare. Returning over same route to City Hall, then same as Windsor line to north city line, 2¾m., 19 min., 5c. fare, returning same to City Hall.

WINDSOR LINE.

Cars leave north side City Hall half hourly; north, Main St.; at Morgan St., intersection of all east side lines; at Tunnel, intersection of Albany Ave. & Blue Hills lines; north, Windsor Ave. to Westland St., terminus Main St. line; city line, terminus of Wethersfield line, Wilson Station, 3¾m., 19 min., 5c. limit; north to Windsor Green, 6½m.; Cannery Switch Station 36, 7m., 38 min., 10c. limit; Poquonock, 10½m., 52 min., 15c. limit; Rainbow Park, 12½m., 1 hour, 20c. fare. Walk from Station No. 64 to Windsor Locks, cross Connecticut river to Warehouse Point, 4 miles, take electric cars for Springfield and Holyoke.

GLASTONBURY LINE.

Cars leave north side City Hall half hourly; north, through Main St.; east, through Morgan St.,

across Connecticut river, on through East Hartford causeway, to church corner, 1¾m., 17 min., intersection of South Windsor, Burnside, Manchester, Rockville lines, going north; turning south, to Hockanum, Station 25, 4m., 30 min., 5c. limit; south to Glastonbury, Station 41, 6m., 45 min., 10c. limit; south to South Glastonbury, 10m., 1 hour, 15c.

SOUTH WINDSOR & EAST HARTFORD LINE.

Cars leave north side City Hall half hourly, as far as Station 22, and hourly (South Windsor cars) beyond. Route, same as Glastonbury line to church corner; north, Main St., East Hartford. At Burnside Ave., intersection of Burnside, Manchester and Rockville lines; north, to N. E. R. R. crossing; passengers walk across tracks; north to Station 22, terminus of East Hartford line. South Windsor cars continue north, Station 29, 4m., 25 min., 5c. limit; Station 40, 6m., 45 min., 10c. limit; East Windsor Hill terminus, 8½m., 1 hour, 15c. fare. Walk, if desired, to Bissell's ferry, ¾m., 5c. across ferry; walk west and south 1¾m. to Windsor Green; electric cars to City Hall, 6½m., 34 min., 10c. fare. From terminus at East Windsor Hill, north to Warehouse Point, 5m.; trolley line for Springfield and Holyoke.

BURNSIDE.

Cars leave north side City Hall, half hourly; route, same as South Windsor and East Hartford line to Burnside Ave. East on Burnside Ave. to Burnside, intersection of Manchester & Rockville line; south on Main St. to terminus, 4m., 30 min., 5c. fare.

MANCHESTER.

Cars of the H., M. & R. Tramway Co. leave north side City Hall, hourly; route, same as Burnside line to Burnside, end of Hartford Street Railway system, continuing east, Laurel Park, 5¾m., 37 min., 10c. limit; Love Lane, intersection of Rockville line, 6½m.; southeast to center, connects with crosstown line between North and South Manchester, (change for North Manchester, 5c.); continue south to terminus, South Manchester, 9½m., 1 hour, 15c.

ROCKVILLE.

Cars of the H., M. & R. Tramway Co. leave north side of City Hall hourly; route, same as Manchester line to Love Lane, 6½m.; northeast through Buckland, 7½m., to North Manchester, 9⅓m., 56 min., through Oakland, 15c. limit; to Talcottville, 12m., 1 hour 5 min.; to Rockville, 17¼m., 1 hour 30 min., 20c. fare. 'Bus line from terminus to lower steamboat landing, Snipsic lake, 1m., fare 5c., connection with cars.

CEDAR HILL & BLUE HILLS LINE.

Pass City Hall, going south on Main St., every 30 min. (15 min., Sunday afternoon and special); same as New Britain line to Stone Pits; Fairfield Ave. to entrance Cedar Hill cemetery, 3m., 20 min., fare 5c. Returning, same to City Hall and continue

north; Main St. to Tunnel, intersection of Main St., Wethersfield and Windsor line; west, Albany Ave. to Vine St., end of Albany Ave. line; north, Blue Hills Ave. to St. Benedict's cemetery (Catholic), 4m., 25 min., 5c. fare. Return same to City Hall.

WEST HARTFORD LINE.

Cars leave north side of City Hall every 10 min.; west through Asylum St., past Union Station, Farmington Ave. to West Hartford, 3½m., 30 min., 5c. fare; intersection H. & W. H. H. R. R. Co.'s line to Farmington and Unionville.

UNIONVILLE LINE.

Cars of the H. & W. H. H. R. R. Co. leave north side City Hall half hourly; route, same as West Hartford line to West Hartford, terminus of Hartford Street Railway Co. line; west, passing Hartford reservoir, 5½m., 45 min., 10c.; Farmington, 9m., 54 min., 15c. limit; Suburban Park, Unionville terminus, 13¼m., 1 hour 15 min., 20c. fare.

NEW BRITAIN LINE.

For New Britain, Berlin, White Oak, Plainville, Bristol and Lake Compounce, leave north side City Hall every 20 min.; South, Main St. to South Green, intersection of Wethersfield and Main St. lines; Retreat Ave. to Washington St., intersection Retreat Ave. line; New Britain Ave. to Stone Pits, intersection Cedar Hill and Zion St. lines; City line, 4m., 20 min., 5c. limit; Newington church, 5¾m., 30 min.; west, to Elm Hill, 7½m., 37 min., 10c. limit; west, to Central Park, New Britain, 10½m., 45 min., 15c. fare.

For Berlin, transfer to Central Railway & Electric Co.'s cars. Berlin depot, 13¼m., 1 hour 10 min., free transfer from New Britain, (or 5c.); Berlin St., 14¾m., 1 hour 20 min., free transfer and 5c. from New Britain, (or 10c. fare).

For White Oak, Plainville, Bristol and Compounce: West Main St. to White Oak, 13¼m., 1 hour 8 min., free transfer from New Britain, (or 5c. fare); west, to Plainville, 15½m., 1 hour 20 min., 8c. fare from New Britain, (or Plainville transfer bought from conductor on Hartford car, for 3c., in addition to 15c. to New Britain.)

At Plainville, cross tracks of Steam R. R., to cars of Bristol & Plainville Tramway Co.; west to Forestville, 17¼m.; to Junction, 18¾m., 1 hour 40 min., (5c. from Plainville); west, from Junction to Bristol, 20¾m., 1 hour 50 min., (5c. fare from Junction); transfer at Junction to Lake Compounce, 20¾m., 1 hour 50 min., (5c. fare from Junction.) Total fare from City Hall, Hartford, to Compounce or Bristol, 28c.

WHEELING TRIPS,

STARTING FROM CITY HALL, HARTFORD.

TRIP No. 1.

WETHERSFIELD AND RETURN. Main St., Retreat Ave., Washington St., New Britain Ave. to Stone Pits. Take left to Cedar Hill cemetery, $^3/_4$m., keep to left and take third left to Wethersfield, $7^3/_4$m., good dirt, moderate hills. Wethersfield Ave. and Main St., macadam, level, to City Hall, $4^1/_4$m. Round Trip, 12m.

TRIP No. 2.

ROCKY HILL. Through Wethersfield and South Wethersfield, (long hill to ascend after crossing steam road tracks,) see trips 1 and 11. Church corner, $7^3/_4$m. from City Hall.

TRIP No. 3.

NEW BRITAIN AND RETURN. Asylum St. and Farmington Ave. to West Hartford Center, $3^1/_2$m. Turn left to school house, 2m.; right, to Corbin's corners, about 1m.; left, to New Britain, 11m. from City Hall. The road by this route, except about 1m. below Corbin's corners, is good macadam, no bad hills. Return, Hartford Ave., take 2d right after leaving city, thence through Clayton, (crossing steam tracks twice,) and Newington Center, straight to ridge road, $6^1/_2$m Road to this point, fair, moderate grades; remainder, first class dirt and macadam, level. Take and keep left, (passing Cedar Hill,) to Stone Pits; right, through New Britain Ave. and connecting streets to Main St., to City Hall, 5m. Return trip, $11^1/_2$m.; round trip, $22^1/_2$m. Fine views may be had at several points on both routes, especially from ridge road.

TRIP No. 4.

WEST HARTFORD AND RETURN. Trip 3 to West Hartford Center, $3^1/_2$m.; turn right to Albany Ave., $1^1/_2$m.; right, to Main St., at Tunnel; right, to City Hall, $4^1/_2$m. Round trip, $9^1/_2$m. Nearly level, fine macadam. A favorite ride. Or, trip 3 to school house, $5^1/_2$m.; left, down long hill, (safe to coast with care,) through Elmwood, macadam; straight to trolley tracks, follow to Stone Pits, trip 3 to City Hall, 5m. Round trip, $10^1/_2$m.

TRIP No. 5.

BLOOMFIELD AND RETURN. Main St. to Tunnel, Albany Ave., crossing steam tracks and Park river to blacksmith shop, take and keep right to Bloomfield Center, 6m., good macadam, level. Return, take left, pass cemetery top of hill, take 1st left, then 1st right to corner West Hartford St. and Albany Ave., good dirt road, fairly level, then left, trip 4 to City Hall, 7m. Round trip, 13m.

TRIP No. 6.

WINDSOR AND RETURN. Main St. and Windsor Ave. to Windsor Center, 6½m., straight, good dirt and macadam, one hill to coast. Take road N. E. corner of Green, (cross steam road tracks,) 1¾m. to Bissell's ferry, (see sign on right,) cross to East Windsor Hill (fare 5c.) to Main St., ¾m.; turn right. Straight, level, fine dirt path at side of highway to South Windsor, 2½m., then good macadam to church corner, East Hartford, 4¼m., thence trip 7 to City Hall. Round trip, 17½m.

TRIP No. 7.

EAST HARTFORD—Church corner. Main and Morgan Sts. to Connecticut river bridge, State highway (very poor macadam) to Congregational church, 1¾m.

TRIP No. 8.

EAST WINDSOR HILL. Trip 7 to church corner, reverse last part trip 6 to East Windsor Hill, 8½m.

TRIP No. 9.

BURNSIDE. Trip 7 to church corner, turn left through Main St. to Burnside Ave., thence straight east, following trolley tracks to Burnside, good macadam road, 4m.

TRIP No. 10.

MANCHESTER, SOUTH MANCHESTER AND RETURN. Trip 9 to Burnside, straight east, following trolley tracks, passing Laurel Park, 5¾m. from Hartford. Good path at side of highway. Take left ¾m. further east, at junction of trolley tracks, follow track through Buckland to North Manchester. Distance from City Hall, 9⅓m. Take right, through Manchester Center to South Manchester, 2m., 11⅓m. from City Hall. There are very few hills by this route, and it is much frequented by wheelmen. Return, take right at trolley terminus, South Manchester. Straight, level, (sandy in places, but fine path riding,) "Silver Lane" to East Hartford St., turn right to church corner, then trip 7 to City Hall. Distance, returning this route, 9m. Round trip, 20⅓m.

TRIP No. 11.

SOUTH GLASTONBURY AND RETURN. Trip 7 to church corner, East Hartford, turn right, following trolley tracks to terminus, 10m. Excellent macadam church corner to Glastonbury Center, after which it is quite hilly, wheeling fair. Return trip, take ferry road at terminus electric road; west, to river, about 1½m.; cross by ferry, (fare 5c.) to Rocky Hill, cross R. R. tracks at station, thence to Main St., at church corner, ¼m., then straight north (descend long hill) to South Wethersfield and Wethersfield, then trip 1 to City Hall. Round trip, 19½m.

TRIP No. 12.

FARMINGTON, UNIONVILLE AND RETURN. Trip 3 to West Hartford Center, 3½m., keep straight west, fine macadam to reservoir hill, 2m., where macadam ends, then good dirt road straight to Farmington, 9m. from City Hall; fairly level, except hill entering Farmington. Road to Unionville, 4¼m., is good dirt, straight, level—following trolley tracks. Return trip from Farmington may be made by taking first left south of Gay's corner, (up hill,) thence straight road, fairly level to New Britain, 5½m., then either route of trip 3 to City Hall.

TRIP No. 13.

WEST HARTFORD RESERVOIRS AND RETURN. Trip 12 to top of reservoir hill, 5½m. Enter at reservoir gate, fine gravel road, keep on main drive and at all intersecting points turn to left, passing several of the reservoirs, to exit gate. Turn left on Avon road to Farmington Ave. near entrance gate. Distance

traveled in making circuit, 3½m. Round trip to City Hall, 14½m. To return via Albany Ave., leave driveway at watering trough, (road marked "Around Upper Reservoir.") Take this road through the woods 1m. before turning to right, (see guide board "To Albany Avenue.") At Albany Ave., 1⅜m., turn right, down mountain to corner West Hartford St., 2⅛m., then trip 4 to City Hall. Round trip, about 16m. These trips "around the reservoirs" are celebrated as being among the finest in Connecticut.

TRIP No. 14.

Poquonock and Rainbow. Trip 6 to Windsor Center, 6½m. Follow trolley tracks to Rainbow Park, 12⅓m. from City Hall. Good dirt road, fairly level.

TRIP No. 15.

Talcottville, Rockville and Snipsic Lake. Trip 10 to North Manchester, 9⅓m., thence following trolley tracks to terminus, road fair through Talcottville, 2⅔m.; to Rockville, 5¼m.; turn right at Brick Mill, left at Warp Mill, then short distance to lane on right, leading to lower landing, Snipsic, 1m. Distance from City Hall, 18¼m.

TRIP No. 16.

Bristol and Lake Compounce. Trip 3 to New Britain. Thence through West Main St., (cross bridge over steam road tracks,) straight, fair road, passing entrance to White Oak, 2¾m., cross steam road, then follow trolley tracks through Plainville, cross steam road, 2¼m. and keep straight west, fine, level, passing Forestville to junction of trolley tracks, 3m. For Bristol, keep straight, following trolley tracks to center, 2m. Distance from City Hall, 21m. For Compounce, turn left from junction, straight, level, with trolley tracks, 2m. to lake. Distance from City Hall, 21m.

TRIP No. 17.

Meriden. Trip 3 to New Britain, thence to South Main St., then following trolley tracks, fine macadam to Berlin St., 4m., turn right to terminus of trolley, then straight to Meriden, 6m. Trolley tracks, when reached, lead to center. Distance from City Hall, 21m.

TRIP No. 18.

New Haven. Trip 17 to Meriden. Then, starting corner Colony and West Main Sts., to Hanover St., (nearly opposite,) follow trolley tracks and pass Hanover Park to Yalesville Station, 3m. Turn sharp left (stone culvert) under R. R. tracks. Cycle path and good roads, through Wallingford, 3m., and North Haven, 6m., to New Haven, 8m. Distance from City Hall, 41m.

TRIP No. 19.

Springfield and Return. Trip 6 to Windsor Center. Take road N. E. corner of green, (cross steam road tracks,) good dirt, level, straight to Windsor Locks, 5¾m., (cross steam road tracks,) through Main St. to top of hill, then take and keep right hand road, fair, rolling, straight to S. W. bridge crossing Connecticut river at Springfield, take left to center, about 26m. from City Hall. Return, passing W. entrance to Forest Park, straight south, through Long Meadow, 4m., then through edge of Thompsonville, 4m., to Enfield, 1½m., through edge of Warehouse Point, 3½m. (*If it is desired to return from this point via Windsor, cross bridge to Windsor Locks, toll, 3c.*) To continue main trip keep straight south to East Windsor Hill, 5m., then trip 6 to City Hall, 8½m. Total, Springfield to City Hall, 26½m. Road to Enfield, fair, rolling, some hills to coast, balance fine, level, some macadam in towns.

SHORT TRIPS.

NEW YORK BOAT DOWN CONNECTICUT RIVER,

Returning by Electric or Steam Cars.

LEAVING DOCK, FOOT OF STATE ST., DAILY, EXCEPT SUNDAY, AT 5 P. M.
(4 P. M. AFTER OCTOBER 15TH.)

GLASTONBURY.—Arrive Glastonbury dock 5.30 P. M., fare 10c., walk east ½m. to trolley road. Car passes for Hartford at 6 P. M., arriving City Hall 6.45 P. M., fare 10c. Wheelmen may take road east to Main St., then north follow trolley tracks, good macadam, and level to church corner, East Hartford; west, along causeway, poor macadam, across bridge to City, about 5½m. to City Hall. Or, from landing take road north, good dirt, to trolley tracks at Hockanum, then as above.

SOUTH GLASTONBURY.—Arrive at dock 6.00 P. M., fare 15c., pleasant walk east 1⅓m. to trolley road at South Glastonbury, car leaves 6.45 and 7.15 P. M., arrives City Hall 7.45 and 8.15 P. M., fare 15c. Or, cross ferry (fare 5c.) to Rocky Hill and take train on Valley Division at 7.54 P. M., arrive Union station 8.15 P. M., fare 20c. Wheelmen see Wheeling Trip No. 11, page 54.

MIDDLETOWN.—Arrive at dock 7.00 P. M., fare 25c., short walk to railroad station, take Valley Division 7.37 P. M., arrive Union depot 8.15 P. M., fare 40c. Or, take Berlin Branch train 8.28 P. M., arrive New Britain 9.05 P. M., fare 30c. Trolley from New Britain at 9.10 P. M., arrive City Hall 10 P. M., fare 15c.

NOTE—Wheels carried free on boat.

DISTANCES, FARES and RUNNING TIME

FROM CITY HALL, BY TROLLEY.

Hartford Street Railway Co.

	MILES.	FARE.	TIME.
Wethersfield	4¾	5c	33 min.
Wilson's Station	3¾	5c	19 min.
Windsor, Station No. 36	7	10c	38 "
Poquonock, Station No. 59	10½	15c	52 "
Rainbow Park	12⅓	20c	1 hour.
Hockanum, Station No. 25	4	5c	30 min.
Glastonbury, Station No. 41	7	10c	45 "
South Glastonbury	10	15c	1 hour.
East Hartford, Station No. 29,	4	5c	25 min.
South Windsor, Station No. 40,	6	10c	45 "
East Windsor Hill	8½	15c	1 hour.
Burnside	4	5c	30 min.

Hartford, Manchester & Rockville T. Co.

Laurel Park	5¾	10c	37 min.
South Manchester	9½	15c	1 hour.
North Manchester	9⅓	15c	56 min.
Talcottville	12	20c	1h. 5m.
Rockville	17¼	20c	1h. 30m.

(*Snipsic Lake' Bus from terminus 1 5c*)

Hartford Street Railway Co.

	MILES.	FARE.	TIME.
West Hartford	3½	5c	30 min.

Hartford & West Hartford H. R. R. Co.

Reservoir	5½	10c	45 min.
Farmington	9	15c	54 "
Unionville	13¼	20c	1h. 15m.

Hartford Street Railway Co.

Newington	5¾	10c	30 min.
New Britain	10½	15c	45 "

Central Railway & Electric Co.

Berlin Street, (transfer in N. B.)	14¾	20c	1h. 20m.
White Oak, " " "	13¼	15c	1h. 8m.
Plainville, " " "	15½	18c	1h. 20m.

Bristol & Plainville Tramway Co.

Forestville, (transfer at P'ville)	17¼	23c	1h. 33m.
Bristol, " " "	20¾	28c	1h. 50m.
Compounce, (tr'fer at Junction)	20¾	28c	1h. 50m.

BY NEW YORK BOAT

On Connecticut River, leaving dock at foot of State St., daily, except Sunday, at 5 P. M.

	MILES.	FARE.	TIME.
Glastonbury	5¼	10c	20 min.
South Glastonbury	10	15c	1 hour.
Portland	17	25c	1h. 50m.
Middletown	18	25c	2 hours.
Middle Haddam	24	50c	3h 15m.
Goodspeeds	33	50c	3h. 45m.
Deep River	38½	50c	4h. 15m.
Essex	43½	50c	4h. 50m.
Saybrook	49	50c	5h. 45m.

TOURIST DIRECTORY.

HARTFORD.

P. & J. Besse,	**Caterers, Ice Cream, Ices, Candy,**	701 Main St.
Brown, Thomson & Co.,	**Lunch, Ice Cream, Soda, Candy,**	920–942 Main St.
Philo W. Newton,	**Druggist, Soda, Huyler's Candy,**	142 Asylum St.
Chas. A. Rapelye,	**Drugs, Soda, Candy,**	853 Main St.—376 Asylum St.
L. H. Goodwin,	**Apothecary, Fine Soda Water. Open All Night,**	Main and State Sts.
Chas. L. Hubbard,	**Best of Soda, Choicest Drugs,**	407 Main St.
Pope Mfg. Co.,	**Columbia and Hartford Bicycles,**	436 Capitol Ave.
Pitkin & Harlow,	**Keating and Monarch Bicycles,**	26–28 Asylum St.
Brown, Thomson & Co.,	**Victor, Lenox and Navarre Bicycles,**	920–942 Main St.
Bidwell & Roberts,	**Columbia and Hartford Bicycles,**	East Hartford.

MANCHESTER.

Cowles Hotel, C. W. Allen, *Prop.*,	**Meals at all Hours, Trout and Game in Season,**	Manchester.
Rose's,	**Cold Soda, Confectionery and Cigars,**	Opposite Depot, Manchester.
J. P. Smith,	**Druggist, Soda, Candy, Cigars,**	Manchester.
Hibbard & Stannard,	**Columbia and Hartford Bicycles,**	Manchester.
Frank Goetz,	**Ice Cream and Soda,**	Main St., No. and So. Manchester.

ROCKVILLE.

The Rockville,	**Dinner, 50c.,**	M. McPherson, *Prop.*
A. T. Thomson,	**Shore Dinner,**	Snipsic Lake.
Howell & Silcox,	**Columbia and Hartford Bicycles.**	

FARMINGTON.

Elm Tree Inn,		J. B. Ryan, *Prop.*
H. L. Crandall,	**Ice Cream and Home Made Cake.**	
E. H. Deming & Co.,	**Columbia and Hartford Bicycles.**	

NEW BRITAIN.

C. C. & W. B. Rossberg,	**Columbia and Hartford Bicycles.**	
E. S. & H. H. Pillard,	**Bicycle Repairing and Renting,**	54 Main St.
Hallinan Bros.,	**Ice Cream, Bakers, Caterers,**	248 Main St.
W. A. Kinne,	**Bicycle Repairing and Sporting Goods,**	63 Church St.

PLAINVILLE.

J. H. La Field & Co.,	**Ice Cream, Soda, Confectionery, Cigars,**	W. Main St.
E. G. Bassett,	**Wolff-American, Crawford, Rambler,** Repairing, Renting,	W. Main St.
M. P. Ryder,	**Columbia and Hartford Bicycles.**	

BRISTOL.

Gridley House, C. H. Tiffany, *Prop.*,		Main St.
C. V. Mason & Co.,	**Columbia and Hartford Bicycles.**	

SNIPSIC LAKE GROVE,
ROCKVILLE, CONN.

The finest pleasure resort in New England. Open from May 28th to October 7th. Regular Rhode Island Shore Dinner served every Wednesday, Saturday and Sunday. Dancing every Wednesday and Saturday. Sacred concert every Sunday. Three fine steamers, twenty new row boats and many new attractions this season. Special attention paid to Lodges, Societies, Sunday Schools, Day Schools and large parties.

Address all communications to

Capt. A. T. THOMPSON,
ROCKVILLE, CONN.

SEE ILLUSTRATIONS.

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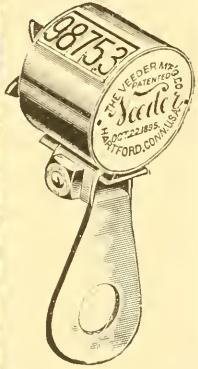

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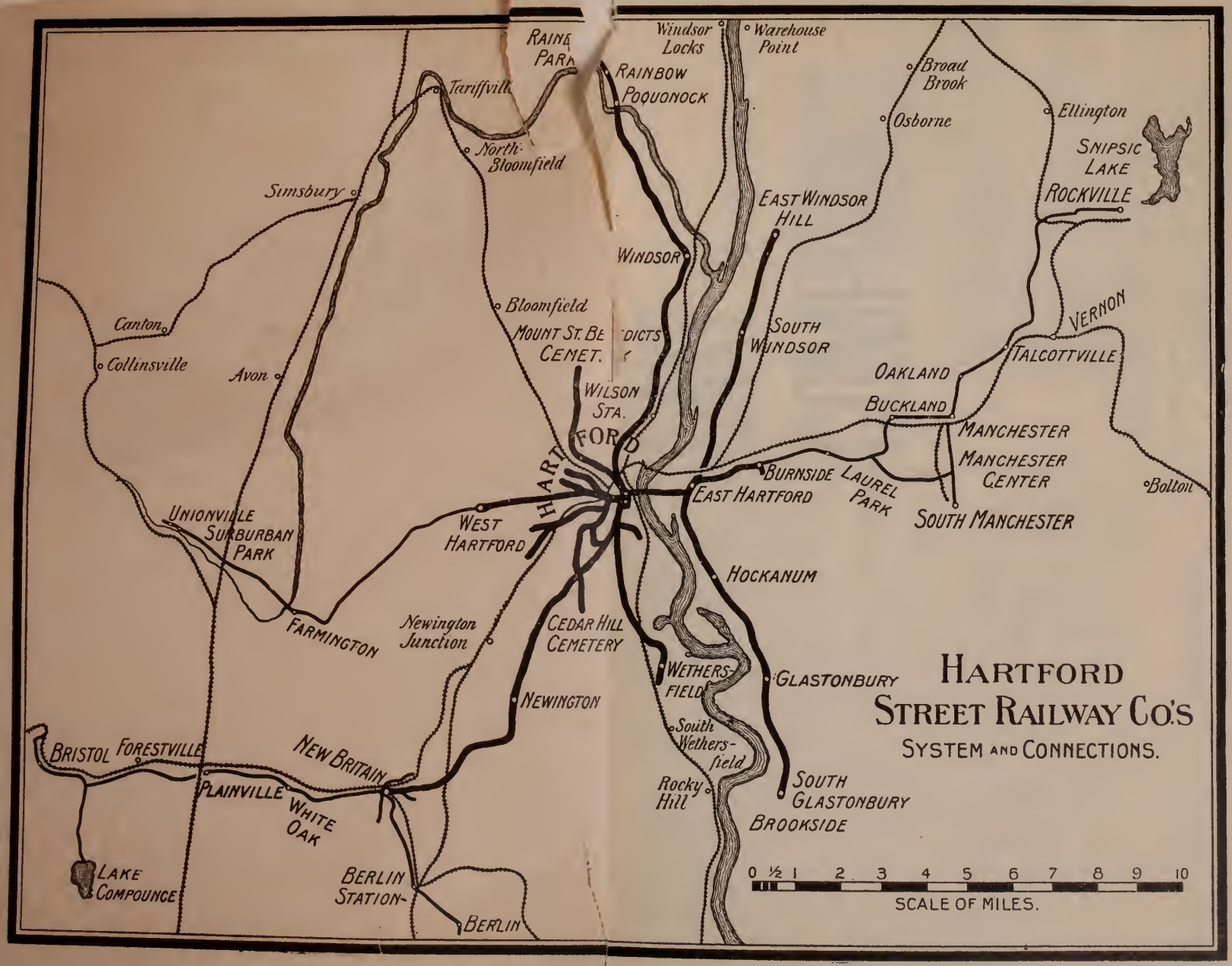
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